

ADIRONDACK
RAILROADS
REAL AND PHANTOM

BY
HAROLD K. HOCHSCHILD



ADIRONDACK MUSEUM
BLUE MOUNTAIN LAKE, N. Y.



PART OF A "MAP & PROFILE OF THE LAKE ONTARIO & HUDSON RIVER RAIL ROAD,"
BY R. FRANCHOT AND A. M. PEEK

From their report published in New York Assembly Document, 1868, no. 61.

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ADIRONDACK MUSEUM
BLUE MOUNTAIN LAKE, N. Y.
1962

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To
Mary Hochschild

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*I*f all the railroads proposed to cross northern New York by way of Blue Mountain Lake, Raquette Lake, Forked Lake and Long Lake had come into being and remained in daily operation, half a million trains would by now have rumbled past these tranquil Adirondack waters. The planning of the railroads began in the fourth decade of the nineteenth century and continued into the first decade of the twentieth. None was built.

In some instances the route was surveyed and land along the right of way was bought or taken under option. In others, the surveys, judging by the resulting maps, were conducted from a desk in New York or Albany.

The earliest railroad project to poke its head into the neighborhood — on paper only — was to stop just short of the Eckford lakes. It was the Manheim and Salisbury Rail-road Company (named after two towns in the Mohawk Valley), chartered by the New York Legislature in 1834. In 1837 its name was changed to the Mohawk and St. Lawrence Rail Road and Navigation Company. This route was to run "from Little Falls to the headwaters of the Rackett River or Southern termination of Rackett Lake through Rackett, Crotched [Forked] Lake, Long Lake and down the Rackett River." The line from Little Falls to South Inlet of Raquette Lake was surveyed by Ira V. Germain in 1837 and is shown on a map (Plate I) in a state report on the proposed system, published in 1838. In the same year O. L. Holley, Surveyor General of New York, in a letter on this project to the New York State Assembly Committee on Railroads, observed:

The value of the lands throughout the whole of the secluded region to be traversed by the contemplated road will be very greatly enhanced; and the interest of the state as connected not only with unsold lands, but with the increase of population and general wealth, is of such importance as to constrain every good citizen to desire the completion of the work.

The 1841 edition of Burr's map shows a canal running from the head of Long Lake due south for several miles to an unnamed lake where it connects with a railroad running to Piseco and Little Falls. Blue Mountain Lake is the nearest to the position of the unnamed lake on the map, but the cartographer probably meant to show either Forked Lake or Raquette Lake. That he had the former in mind is indicated by an amendment to the 1834 act, passed

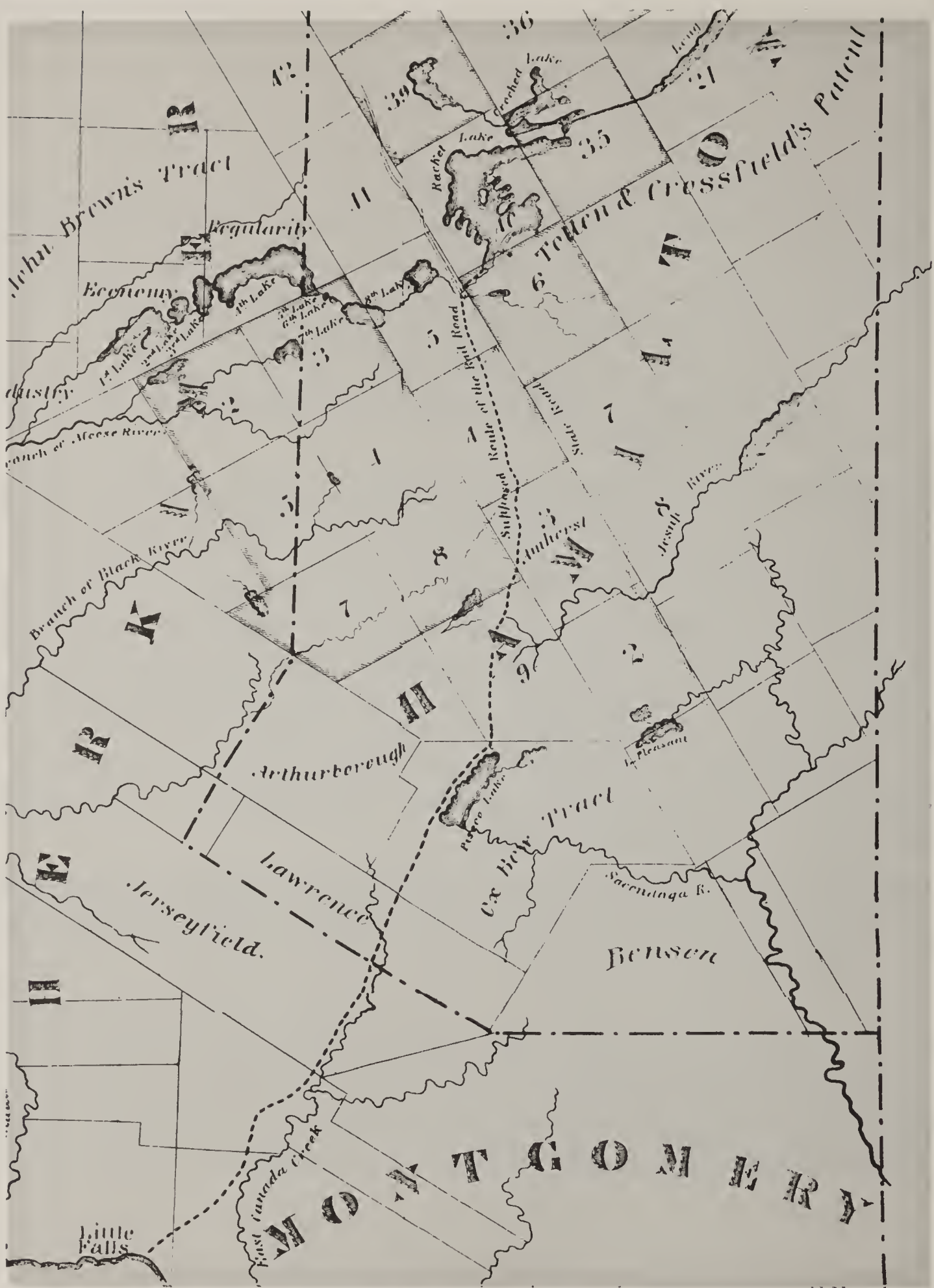


Plate I PROPOSED RAILROAD, LITTLE FALLS TO RAQUETTE LAKE

Part of a map by I. V. Germain, from the *Papers and documents* of the Mohawk and St. Lawrence Rail Road and Navigation Company, 1838. Reproduced by courtesy of the New York Public Library.

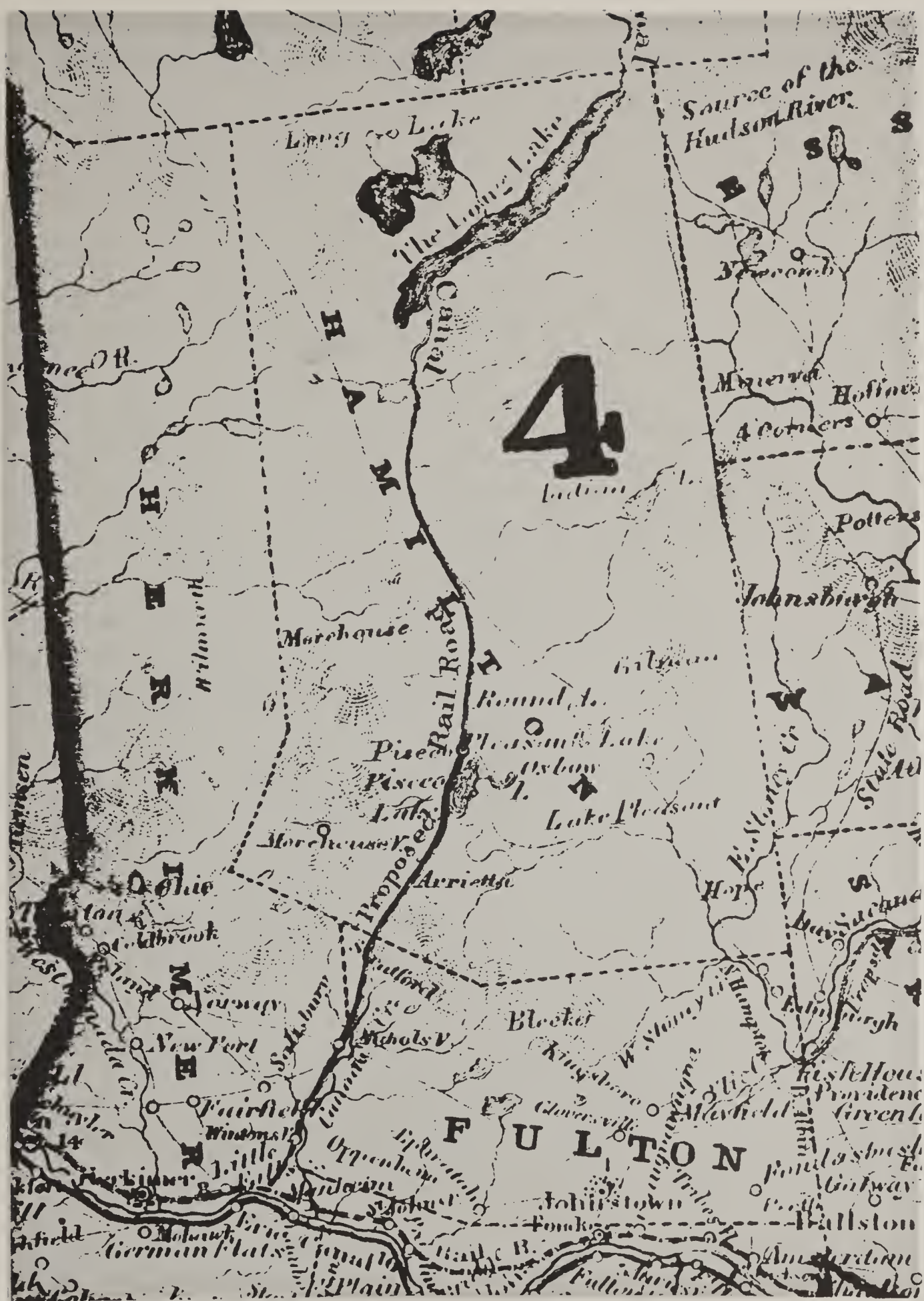


Plate II HAMILTON COUNTY

As shown on a *Map of the State of New-York*, by David H. Burr, Stone and Clark, 1841.
 Reproduced by courtesy of the American Geographical Society.

by the legislature in 1837, which authorized the Manheim and Salisbury Rail-road Company to carry the line northward "to the Southern end of the Lake connected with Long Lake . . . and make a canal and slack water navigation from the end of the Lake connected with Long Lake . . . through and along Long Lake." Forked Lake, or Crotched Lake as it was then known, is the one directly connected with Long Lake by the Raquette River, but the generality of the language indicates that the drafters of the amendment were not too sure of their lakes in this neighborhood.

Burr's 1840 map of Hamilton County shows the same railroad from Piseco Lake to Raquette Lake as appears on the map in the state report of 1838 previously mentioned.

In 1846 a group represented by George A. Simmons addressed a *Memorial* to the legislature asking for the incorporation of "a railroad and steamboat route from Lake Champlain [Port Kent] to the County of Oneida," based on an actual survey by Professor Farrand N. Benedict. It included a map (Plate III). Benedict, a teacher of mathematics at the University of Vermont, later became a substantial land owner in the central Adirondacks.

Another careful survey was that conducted in 1853 by A. F. Edwards for the Sacketts Harbor and Saratoga Railroad Company. The story of that venture from its birth in 1848 to the sale of its unfinished line, the Adirondack Railroad, to the Delaware and Hudson in 1889 is told in the author's *Dr. Durant and His Iron Horse*, published by the Adirondack Museum. The enterprise was in financial or political hot water during most of its life. In its various incarnations it caused losses of many millions of dollars to investors in its securities. Under its charter of 1848 the line had been intended to make connection with the Adirondack Iron Works. It did — in 1943. Until then it ran only from Saratoga to North Creek. It has never come within 100 miles of its other original objective, Lake Ontario.

The main line of the Sacketts Harbor and Saratoga Railroad was intended, as Edwards's 1853 map (Plate V) shows, to pass through what is now Blue Mountain Lake village and skirt the southern shores of the Eckford lakes. A later map by Edwards, dated 1857 (Plate VI), using the road's later name, Lake Ontario and Hudson River Railroad, shows the same main line, with a branch cutting west across the Marion River at the foot of Utowana Lake, thence passing to the north of Raquette Lake, to the north of Brandreth (then known as Beach's) Lake and, to the west of Cranberry Lake, towards Ogdensburg. It was presumably for this branch line that a strip of right of way was cut from Brandreth Lake to the North Bay of Raquette Lake in 1867.

In 1866 the legislature authorized the charter of the Schenectady and Ogdensburg Railroad, based on surveys by R. Franchot and A. M. Peek. The map published by Asher and Adams in 1869 (Plate IV) shows this line crossing the channel between Eagle and Utowana lakes. It appears on Franchot's map of 1866 (Plate VII) as passing north of Blue Mountain and South Pond and, more precisely, on Butler's map of 1879 (Plate VIII) as passing between



Plate III FARRAND N. BENEDICT'S RAILROAD SURVEY
 Part of a map from his report published in New York Senate Document, 1846, no. 73. Reproduced by courtesy of the New York Public Library.



UPPER SARANAC LAKE, 1888

Blue Mountain and Tirrell Pond to Long Lake, which it crosses approximately at Long Lake village, near the present bridge. Still another route for this railroad, according to the Hamilton County Board of Supervisors' proceedings for 1878, was surveyed by Peek to pass through the villages of Blue Mountain, Long and Tupper lakes.

In 1876 the Delaware and Hudson forged the last link in its line from Albany to Montreal. In 1889 it bought the Adirondack Railroad which, built in 1865-1871 by Dr. Thomas Clark Durant (see *Dr. Durant and His Iron Horse*), ran from Saratoga to North Creek. The only other railheads in the Adirondacks were Ausable Forks and Saranac Lake, both reached by lines starting from Plattsburg, on the Delaware and Hudson's main route. At this period the thought of building the long delayed extension of the Adirondack Railroad from North Creek to the St. Lawrence had no lure for the Delaware and Hudson, which had acquired a virtual monopoly of the traffic to Adirondack points. There were two other railroads running into Montreal from the United States — the Central Vermont line, which lay east of Lake Champlain, and the Rome, Watertown and Ogdensburg Railroad in the St. Lawrence Valley; but the Delaware and Hudson was getting the lion's share of the traffic from New York to the Canadian city.

This supremacy was challenged in 1890 when Dr. W. Seward Webb, son-in-law of William H. Vanderbilt, undertook the financing and construction of a railroad from Herkimer, on the main line of the New York Central, through the western Adirondacks to Malone and Valleyfield, near Montreal. Dr. Webb was president of the Wagner Palace Car Company, builders of parlor and sleeping cars, and had close connections with the New York Central. His trans-Adirondack route tapped areas rich in timber resources.

On December 11, 1890, Dr. Webb obtained the incorporation of the Adirondack and St. Lawrence Railway Company. The Delaware and Hudson became alarmed. On April 30, 1891, its strategists incorporated the Adirondack Extension Railway Company to build a line

from North Creek to Malone — a revival in modified form of the plan which had been brewing ever since 1848. Among the directors were James Roosevelt of Hyde Park and W. W. Durant. The directors favored a route leading from North Creek along the west bank of the Hudson to its junction with the Goodnow River and thence, skirting Fishing Brook Mountain, to the foot of Long Lake. A deviation through Blue Mountain Lake was also considered. From Long Lake the line was to run via Tupper Lake to Malone. An alternative route through Canton to Ogdensburg was studied.

The columns of the New York City newspapers during the spring and summer of 1891 reflected bitter opposition to the projects of Dr. Webb and of the Delaware and Hudson. The *Times*, the *Sun* and the *World* accused the members of the State Forest Commission of helping the railroads and lumber companies to despoil the woodlands of the state. The *Tribune* was equally aroused but defended the Forest Commission and blamed it all on Governor David B. Hill, a Democrat. The newspapers claimed, among other things, that there was no public need for a railroad through the Adirondacks and that the devastation of the forests would destroy the navigability of the Hudson River. A prophecy which proved more accurate was that sparks from the locomotives would start forest fires endangering the whole Adirondacks.

On May 28, 1891, the *Times* attacked the Adirondack Park Association for its statement that the construction of railroads through the Adirondacks “should be encouraged, not discouraged” and suggested that the association change its name to “The Adirondack Railroad Construction and Wood-pulp Concern.” The editor predicted that the Adirondacks



RAILROAD SURVEY PARTY NEAR LONG LAKE, 1888
Photograph by S. R. Stoddard.

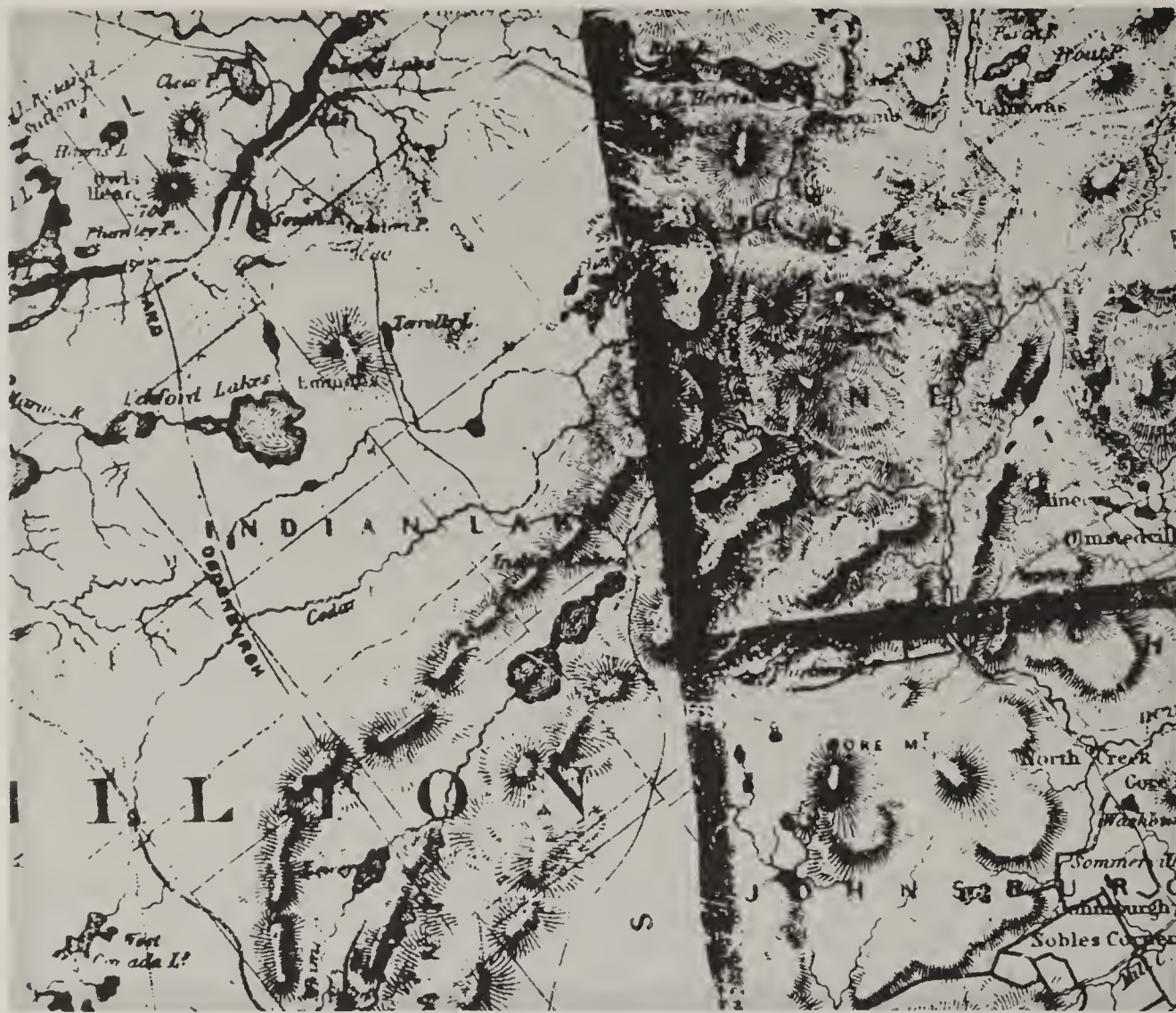


Plate IV PART OF THE ASHER & ADAMS NEW TOPOGRAPHICAL MAP OF THE STATE OF NEW YORK. 1869

Reproduced by courtesy of the Map Division, New York Public Library.

would be reduced to the “uninteresting condition” of the Jersey meadows and the Long Island barrens. Six days later he censured the *Herald* for “singing Dr. Webb’s praises” after having opposed the new railroad only a few days before. “That versatile sheet never executed a more barefaced turn-over,” was the comment of the *Times* on its neighbor. On June 7, 1891, after learning that the surveyors of the new road had already been on state land, the *Times* published an editorial beginning:

It will be safer and better for the State to waste no time in getting promises from Dr. W. Seward Webb or his representatives. The builders of railroads are notoriously among the most aggressive and enterprising of created beings. With them possession is nine points of the law, and they trust to the delays and uncertainties of the law itself for the other point.

The state refused to grant Dr. Webb a right of way through its lands. He thereupon proceeded to buy 115,000 acres of private lands for an alternative route. Ironically for the Delaware and Hudson, these lands, according to the *Times* of August 23, 1891, had once belonged to its Adirondack Railway Company or to the Durants.



Plate V P
EDWARDS
Reproduced

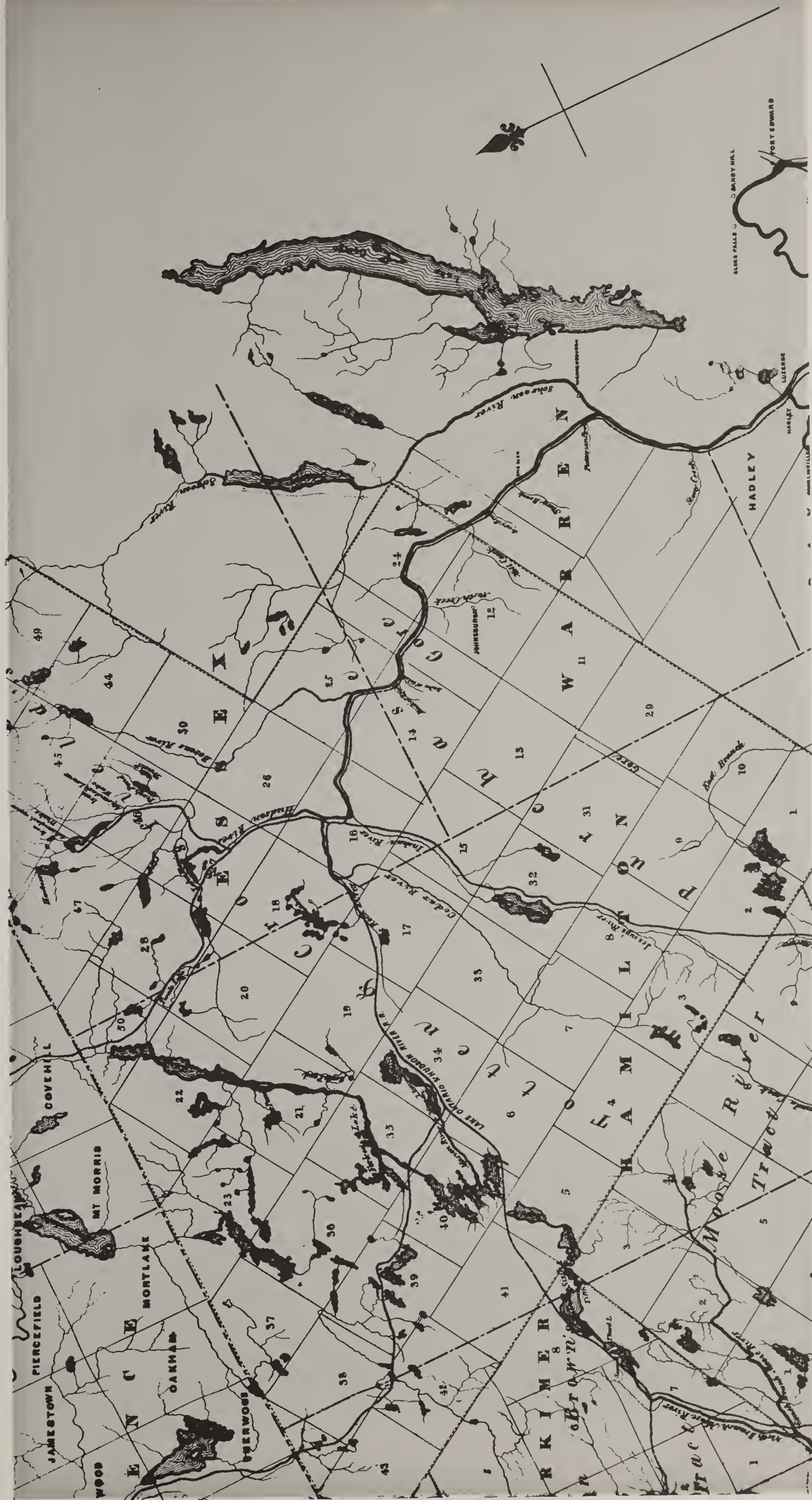




Plate V PART OF A MAP OF THE SACKETTS HARBOR AND SARATOGA RAILROAD ROUTES, BY A. F. EDWARDS, 1853

Reproduced by courtesy of The New-York Historical Society, New York City.

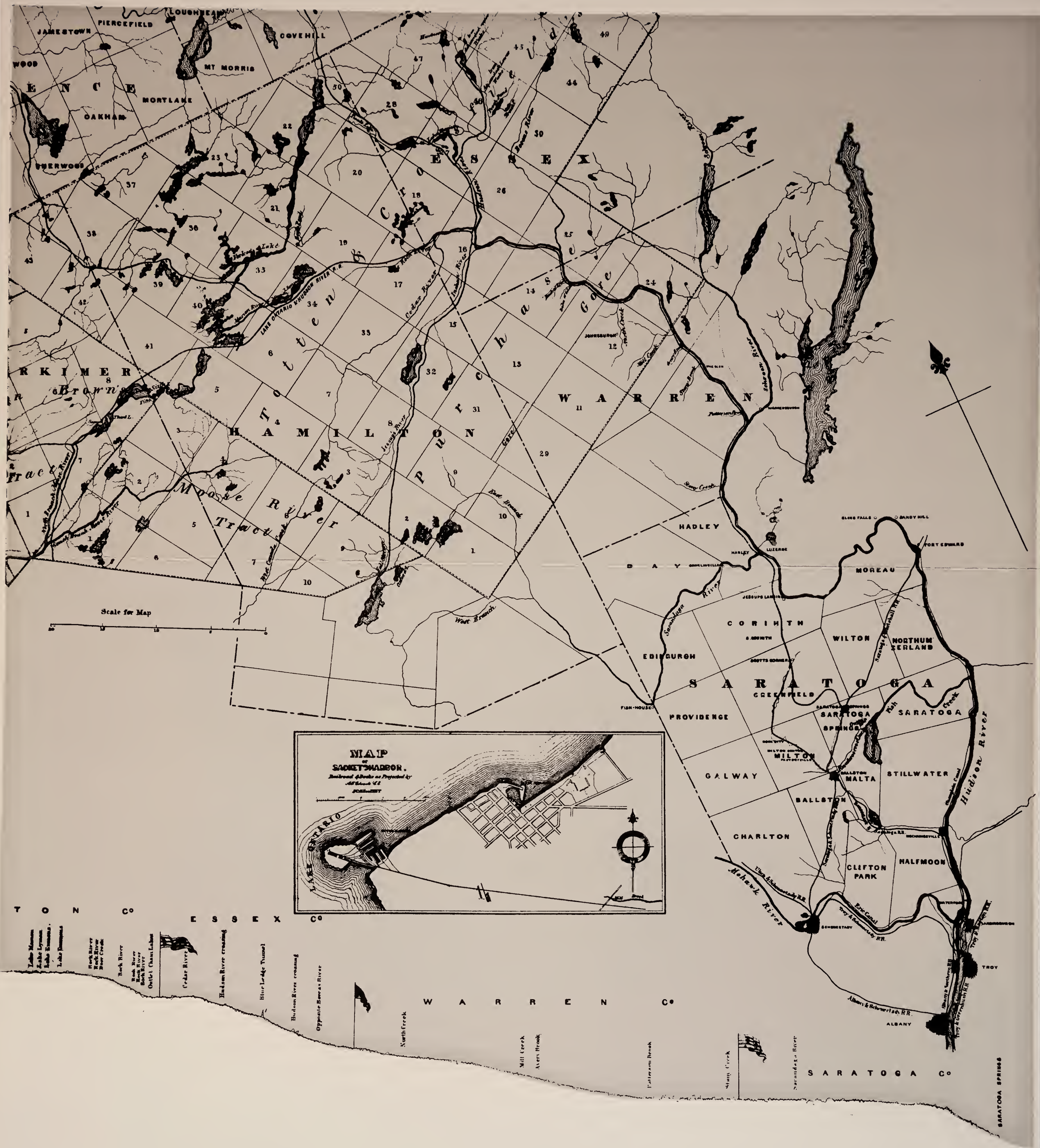


Plate VI PART OF A "MAP & PROFILE OF THE LAKE ONTARIO & HUDSON RIVER RAIL ROAD,"
 BY R. FRANCHOT AND A. M. PEEK
 From their report published in New York Assembly Document, 1868, no. 61.
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Plate VII PART OF A "MAP OF THE SCHENECTADY AND OGDENSBURG RAILROAD ROUTE," 1866, BY R. FRANCHOT AND A. M. PEEK

From their report published in New York Assembly Document, 1868, no. 61. Reproduced by courtesy of the New York Public Library.



Plate VIII PART OF A MAP OF THE NEW YORK WILDERNESS, BY
 B. C. BUTLER AND J. A. COOPER, 1879
 Reproduced by courtesy of The New-York Historical Society, New York City.



DR. WEBB'S RAILROAD, WINDING ITS
WAY THROUGH THE HILLS
NEAR BIG MOOSE

Dr. Webb went ahead fast. His line, too, was at first intended to pass through or build a branch to Blue Mountain Lake, as reported in the *Times* of June 10, 1891, but the connection was not made. At the southern end of his route Webb bought the narrow-gauge Herkimer, Newport and Poland Railway, broad-gauged it and extended it to Hinckley, three miles east of Remsen. Through other corporations organized for the construction period—among them the Mohawk Valley and Northern and the Mohawk and Adirondack railways—Webb pushed north to meet the rails which his Adirondack and St. Lawrence Railway was laying southward from Malone. In June, 1892, all the companies engaged in construction of the line between Herkimer and Malone were consolidated by Dr. Webb into the Mohawk and Malone Railway Company.

By July 1, 1892, the line being built north from Herkimer had reached Fulton Chain, and the line coming south from Malone had reached Childwold, leaving a gap of fifty miles to be closed before winter. Meanwhile, partly by construction and partly by lease of existing trackage, a Canadian company organized by Webb, the St. Lawrence and Adirondack Railway, had made connection between Malone and Montreal by way of Valleyfield and Coteau.



DR. W. SEWARD WEBB'S COMBINATION LOCOMOTIVE AND PRIVATE CAR
Reproduced by courtesy of Warren F. Howland, Utica, and the American Locomotive Company, Schenectady.

While the plans of the Delaware and Hudson remained in the blueprint stage, the rival road was pushed to completion. On October 12, 1892, at a point near Big Moose, the lines from the north and from the south met. Twelve days later through passenger trains between New York and Montreal were rolling over the new railroad.

In 1893 the New York Central acquired control of the Mohawk and Malone Railway from Webb, and two years later it shifted the southern terminus from Herkimer to Utica, fourteen miles west. Webb retained his ownership of the line north of Malone. In 1896 he achieved a shorter connection with Montreal by laying a line from Valleyfield to a point,



NEW YORK CENTRAL RAILROAD STATION AT SARANAC LAKE, IN THE 1890's

thereupon christened Adirondack Junction, on the Canadian Pacific Railway near the south end of the Lachine bridge, nine miles south of Montreal's Windsor Station. In 1905 Webb's Canadian line, too, was sold to the New York Central. The latter now operates the 224-mile stretch between Utica and Adirondack Junction as its Adirondack Division, but train crews still call the road "the M and M," for Mohawk and Malone.

Tourists, buyers of private camp sites, hunting and fishing clubs, hotel builders and lumbermen came tumbling into the western Adirondacks in Webb's wake. Lakes which had been one to two days' travel from the nearest railroad found themselves within sight of the new line. Remote forest retreats blossomed into thriving summer resorts. The flow of visitors to the Fulton chain of lakes was so great that in 1896 a local group built a two-mile spur from the New York Central's Fulton Chain station (now Thendara) to Old Forge, at the foot of the Fulton chain of lakes. Another branch line was built in 1900 from the New York Central station at Clearwater (now Carter), six miles north of Fulton Chain, to Raquette Lake, eighteen miles distant. These two railroads are more fully described in the author's *Life and Leisure in the Adirondack Backwoods*, published by the Adirondack Museum. Plate IX shows the New York Central and the branch lines.

In 1894 organized public opinion brought about the adoption of the famous amendment originally embodied in Section 7 of Article VII of the New York State Constitution. It decreed that no timber on the state-owned forest lands could ever be sold or removed. The Delaware and Hudson, of which James Roosevelt had just become chairman, still cherished the thought of an extension from North Creek to the northwest and was loath to see its hopes thus doomed. The fact that the amendment was to become effective January 1, 1895, stirred the railroad to frantic, last minute action. On December 20, 1894, according to the next day's *New York Times*, the Delaware and Hudson's vice president and general manager, Horace G. Young, appeared before the New York Land Board to present the railroad's plan for a line from North Creek to Long Lake along the valley of the Hudson River. He petitioned the board for a right of way over a thirteen-mile section which ran through state land in Essex County. Young was supported by William McEchron, president of the Morgan Lumber Company, Patrick Moynahan and other Glens Falls lumbermen. While the board was considering the petition an injunction was obtained to prevent it from acting. The Delaware and Hudson hastily turned to the State Forest Commission. At a meeting in the evening of December 27, 1894, in a private room of the Delavan House in Albany, according to Donaldson, at which only three of the members — a bare quorum — were present, Mr. Young induced the commission to grant the right of way. One of the three members had hurriedly been brought from Plattsburg to the meeting in Albany by special locomotive and car. This procedure, unusual to say the least, aroused a storm of protest. Opponents of the grant at once obtained an injunction against the Forest Commission, and a few days later the new amendment, becoming effective, put an end to this manoeuvre. It was widely



DR. AND MRS. W. SEWARD WEBB AND THEIR GUIDE, HENRY DAY

Near Kildare Club, west of Tupper Lake, in the 1880's.

Reproduced by courtesy of the children of the late J. Watson Webb.

He built a thoroughly good railroad, equipped it in first-class style, and as now operated by the New York Central people, it is a source of health, comfort and pleasure to thousands of enthusiastic lovers of the North Woods. The Adirondack & St. Lawrence Railroad was not constructed in any common commercial spirit. For many years before the road was thought of W. Seward Webb was an enthusiastic frequenter of the Adirondacks. . . . Enjoying, as he did, thoroughly the beauties and health-giving qualities of this region, he also realized that comparatively few persons could gain access to it. . . . Dr. Webb had no idea of building simply a lumberman's road, although the lumbermen who ply their calling lawfully have been greatly benefited by his enterprise. He built and equipped a first-class passenger railroad and his generous enthusiasm made the project a very expensive one. . . . Dr. Webb himself is the largest individual holder of Adirondack lands. He owns more than 200,000 acres. . . . It is to his interest to perpetuate and not despoil the Adirondacks. . . . One of the first things that a new visitor to the Adirondacks will ascertain, is the interesting fact that each and every person in the region considers himself or herself a personal friend of "the doctor's." W. Seward Webb is unquestionably the most popular man in the North Woods.

The gloomy silence in the board-room of the directors of the Delaware and Hudson must have given way to cries of anguished derision at these implications that Dr. Webb had built his road as a philanthropy and that what was right for him was wrong for them. At least one director of the Delaware and Hudson, W. W. Durant, had as deep a fondness for the woods as Dr. Webb and as strong a desire for other people to enjoy them.

It is no paradox to say that there was justification both for the *Times'* original attack on Webb's project and for its recantation. In various parts of the country the building of railroads through public forest lands had been followed by denudation of these lands by private lumbering and by forest fires. The fears of the conservationists on this score obscured the



LAMONT'S HOTEL ON SMITH'S LAKE, NOW LAKE LILA, AUGUST 1891

Ne-ha-sa-ne Lodge now occupies this site.
Reproduced by courtesy of the children
of the late J. Watson Webb.

benefits to be derived by the people of the state from a new Adirondack railroad. Nor did their apprehensions prove groundless. The passage of the aforesaid constitutional amendment secured the remaining timber on state lands against removal, but the worst forest fires were still to come during the sixteen years following the building of Dr. Webb's line, most of them ignited by sparks from locomotives. Since then the fire danger has in large part been overcome by the preventive measures and control methods adopted by the state. The railroads have co-operated. Not as much can be said for many amateur hunters and picnicking motorists.

Within a few years after the completion of his railroad, Dr. Webb sold to New York State all his Adirondack lands except 40,000 acres. These he kept as a private game and timber preserve, named Ne-ha-sa-ne Park. The park now belongs to his grandchildren. It was at Ne-ha-sa-ne, beginning in 1896, that Gifford Pinchot initiated the first comprehensive forest management plan in the Adirondacks. The program was soon extended to adjoining lands owned by William C. Whitney and operated jointly by him and Patrick Moynihan, a local lumberman. In 1892, Pinchot had created a similar plan, the first in the country, for Webb's brother-in-law, George Vanderbilt, at Biltmore in North Carolina. Later, he became the first chief of the U. S. Forest Service and still later governor of Pennsylvania.

In opening new areas to recreation seekers, Dr. Webb performed a great public service, as the Durants had done earlier. In 1892 much of the Adirondacks was still inaccessible except to those who could afford the time to penetrate the forest by coach, by guide-boat or on foot. The day of the automobile and of the shallow-draft motorboat was still to dawn. Webb's railroad did not leave the Adirondacks unscarred, but it so shortened the time of



CORNER OF SITTING ROOM, NE-HA-SA-NE LODGE

Reproduced by courtesy of the children of the late J. Watson Webb.

transit to many points in the woods and on the lakes that new scores of thousands of city-dwellers could enjoy them every summer.

Winter sports, in which the public began to take a lively interest in the 1930's, have brought unexpected business to the Adirondack railroads. Ski trains to North Creek and Lake Placid were not in the dreams of Dr. Durant and Dr. Webb. Unfortunately this traffic, relatively slight and necessarily uncertain, has been of negligible consequence compared with adverse developments also unforeseen by the builders—chiefly the conflict between regulated revenues and unregulated rising costs, and the competition of the automobile and motor truck. The rebirth of the MacIntyre enterprise, the historic iron mine by the headwaters of the Hudson that was brought back into production for the sake of the titanium in the ore (see the author's *The MacIntyre Mine — from Failure to Fortune*, published by the Adiron-



NE-HA-SA-NE LODGE

Built by Dr. W. Seward Webb in 1893. Reproduced by courtesy of the children of the late J. Watson Webb.

dack Museum) has given the Saratoga-North Creek line a new lease on life as a freight carrier, but it is a sign of the times that passenger service on that line has been abandoned by the Delaware and Hudson with the consent of the Public Service Commission and that the New York Central is now petitioning the Commission for permission to end passenger service on the Mohawk and Malone.

But we have left unfinished the story of the period when the railroads were still hotly competing for rights of way through the forest preserve. Soon after its defeat in January, 1895, the Delaware and Hudson was approached by the Northern New York Railroad, which ran from Moira to Tupper Lake, for a transfer of the charter of the Adirondack Extension Railroad Company. On August 20, 1895, H. G. Young, general manager of the Delaware and Hudson, wrote to G. B. Hibbard, president of the Northern New York:

I do not think our company would be willing to transfer the charter of the Adirondack Extension Railroad Company to you except by an agreement which would provide for the construction and completion of the line from the terminus of your road to North Creek, and I would favor such a contract being undertaken, provided you can give us satisfactory assurance that the funds necessary to construct the roads will be forthcoming from responsible parties. (Quoted by courtesy of the Delaware and Hudson Railroad.)

In October, 1897, perhaps as a result of these negotiations, a group of capitalists said to be allied with the Delaware and Hudson formed the New York and Ottawa Railroad Company to build an eighteen-mile line from Moira to Cornwall on the St. Lawrence River, with the aim of extending it to Ottawa. The New York Central, rightly assuming that the venture heralded the revival of the Delaware and Hudson's plan for its own trans-Adirondack railroad, appeared before the New York Railroad Commission in unsuccessful opposition. The New York and Ottawa acquired the Northern New York Railroad, extended the line from Moira to Cornwall and built a bridge across the St. Lawrence at Cornwall. On September 6, 1898, when the bridge was on the verge of opening, it collapsed, killing a number of workmen. While the bridge was being rebuilt, the New York and Ottawa continued its line from Cornwall to Ottawa, so that by 1900, when the bridge was finally opened, the line ran from Tupper Lake to the Canadian capital.

Meanwhile, in 1897, the ever persistent Delaware and Hudson applied through its subsidiary, the Adirondack Railway Company, for the right to build a line from North Creek, past the foot of Indian Lake and the foot of Long Lake, to connect with the New York and Ottawa at Tupper Lake. To the joy of the New York Central, the Forest Preserve Board opposed the application. Litigation ensued. The case was carried to the Court of Appeals, which, in 1899, upheld the Forest Preserve Board.

The Delaware and Hudson did not give up hope. When the New York and Ottawa came up for sale three years later, the Delaware and Hudson, according to the *New York Times* of September 14, 1902, planned to buy the road and build the long discussed link from North Creek to Tupper Lake under a dormant charter which had been issued to the retired

surveyor, Verplanck Colvin. But when the New York and Ottawa was finally sold under bondholders' foreclosure proceedings on December 22, 1904, the New York Central was the successful bidder, and the Delaware and Hudson at last called it a day. In 1908 a group of property owners in the neighborhood of Blue Mountain Lake tried to interest the Delaware and Hudson in resurrecting the plan of a line through that point, but the cause was lost.

In the realm of reality, the two railroads to come nearest to Blue Mountain Lake were a line from Clearwater (now Carter), on the Mohawk and Malone, to Raquette Lake, twelve miles from Blue Mountain, and a tiny standard-gauge road built by Durant across the Marion River Carry, seven miles from Blue Mountain (see *Life and Leisure in the Adirondack Backwoods*).

The only present reminder of railroads in the serene valley of the Eckford lakes is the occasional whistle of a New York Central locomotive signaling a stop at Ne-ha-sa-ne, eighteen miles to the west across the forest, which can be heard faintly at Blue Mountain Lake on clear winter nights.

The *Adirondack Bibliography*, published in 1958 by the Adirondack Mountain Club, provides an excellent guide to publications on the region, some of which have been used as sources for this book. A ten year *Supplement*, prepared by the Bibliography Committee of the Adirondack Mountain Club, was published by the Adirondack Museum in 1973.



Seven volumes of revised extracts from *Township 34* by Harold K. Hochschild have been published by the Adirondack Museum as follows:

Doctor Durant and His Iron Horse, 15 pp., 10 illustrations, 3 maps.

Adirondack Railroads, Real and Phantom, 20 pp., 9 illustrations, 10 maps.

An Adirondack Resort in the Nineteenth Century, Blue Mountain Lake 1870-1900, Stagecoaches and Luxury Hotels, 98 pp., 106 illustrations, 3 maps.

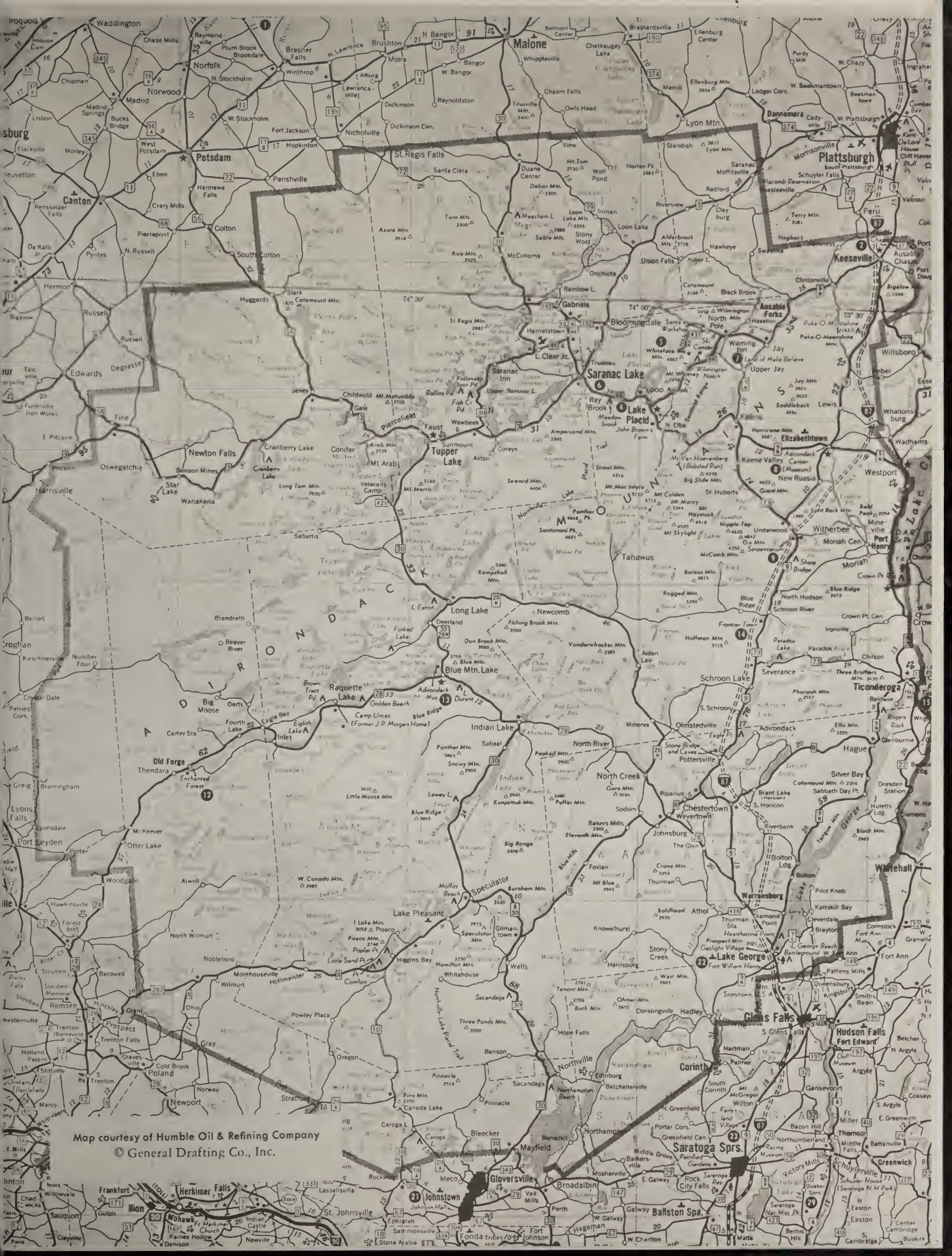
Life and Leisure in the Adirondack Backwoods, 121 pp., 127 illustrations, 6 maps.

Lumberjacks and Rivermen in the Central Adirondacks, 1850-1950, 88 pp., 83 illustrations, 4 maps.

The MacIntyre Mine — From Failure to Fortune, 27 pp., 11 illustrations, 2 maps.

Adirondack Steamboats on Raquette and Blue Mountain Lakes, 35 pp., 40 illustrations, 3 maps.

A slipcase, especially designed to hold the seven volumes of the series listed above, is available



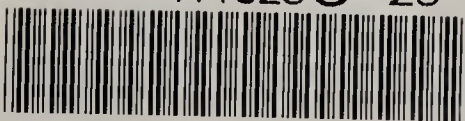
Map courtesy of Humble Oil & Refining Company
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